

# Hongkong Daily Press

ESTABLISHED 1857.

No 13,811 號登記官字第13,811號

日月光六十二年十月廿日

HONGKONG, TUESDAY, NOVEMBER 6TH, 1900.

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英港九百九十年十一月廿日

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New Advertisements will be found on page 4.

## THE PUREST AND BEST CONFECTIONERY.

THE MOST TASTEFUL AND PLEASING CHRISTMAS CARDS.

A. S. WATSON & CO., LIMITED, CONFECTIONERS.

HONGKONG DISPENSARY.

ESTABLISHED A.D. 1841.

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WINE SHIPPERS SINCE 1815.  
Who have consigned their Wines to Hongkong  
for over half a century.  
Apply to G. C. ANDERSON,  
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SQUARE BOTTLE WHISKY.  
The sale of this good Scotch increases month by month. It is of Superb Quality and of CUTLER, PALMER & CO.'S SELECTION.  
Sole Agents for it—  
LANE, CRAWFORD & CO.  
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JOHN WALKER & SONS' FAMOUS KILMARNOCK WHISKY.

This World-renowned Fine Old HIGHLAND WHISKIES are shipped by CUTLER, PALMER & CO. and are obtainable in Hongkong of G. C. ANDERSON,  
No. 18, Frays Central, Hongkong, 26th July, 1897.

CUTLER, PALMER & CO.'

PRICE \$10.75 PER DOZEN

NET

"SPECIAL BLEND" WHISKY.  
Blend of Selected Distillations of the Finest Scotch Whiskies

Apply to SIEMSEN & CO. Hongkong.

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS  
7.30 a.m. to 8.30 a.m. Every quarter of an hour  
8.30 a.m. to 9.30 a.m. Every ten minutes  
9.30 a.m. to 10.30 a.m. Every quarter of an hour  
11.30 a.m. to 12.30 p.m. Every quarter of an hour  
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Night cars at 8.45 p.m. and 9.15 p.m. and from 9.45 p.m. to 11.15 p.m. every half hour  
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8.15 a.m. to 9.15 a.m. Every half hour  
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Night cars at 8.45 p.m. and 9.15 p.m. and from 9.45 p.m. to 11.15 p.m. every half hour  
SPECIAL CAB by arrangement at the Company's Office, 38 & 40, Queen's Road Central.  
JOHN D. HUMPHREYS & SON, General Managers, Hongkong, 1st May 1898.

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The pleasure of cycling consists in having a first class Machine and the above Establishment is always ready in this respect. We are Agents for the "NEW HOWE" and "MONOPOLE" CYCLES, and we also supply fitting of every description. Bargains can be had in second hand machines. Repairs executed with promptitude and channelling a specialty.

MCKIRDY & CO.

45 & 46, QUEEN'S ROAD EAST, Hongkong, 3rd November, 1898.

RUIMART PERE & FILS, BEAUMONT, ESTABLISHED 1770, CHAMPAGNE, CHOUVERS AND SHERRY.

Ship only the finest quality Extra Dry, Grand Cuvee, Lauts, Végailler, &c.

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Hongkong, 17th May 1898.

GREEN ISLAND CEMENT COMPANY.

PORTRLAND CEMENT.

\$5.00 per Bag, 25kg.

1000 bags per ton.

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Hongkong, 2nd July, 1898.

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NEW AUTUMN GOODS.

AMERICAN BOOTS and SHOES.  
WOOLLEN UNDERRWEAR.  
HATS, SHIRTS and EVENING GEAR.

LANE, CRAWFORD & CO.  
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WINTER SEASON.

LATEST LONDON FASHIONS.

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DRESS SUITS from 365.  
TWEED LOUNGE SUITS from 35.  
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SCOTCH TWEED ULSTERS, for Travelling, from 50.

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PHOTOGRAPHIC PLATES, PAPERS AND CHEMICALS.

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DEVELOPING AND PRINTING UNDERTAKEN.

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CUTLER, PALMER & CO.

ESTABLISHED IN LONDON IN 1815.

SHIPPIERS TO CHINA FOR 75 YEARS.

Their Brands are favourably known all over the World.

The following are some of their Stocks with the undersigned:

SUPERB OLD COGNAC,

C.P. & CO.'S INVALIDS' PORT

\$22.50 PER DOZ.

Distinguished by 4 Stars on the label.

\$20 PER DOZ.

This fine Wine is old, soft, and of grand flavour.

See analysis and certificate by Professor Cassall.

DOURO PORT,

\$14.25 PER DOZ.

A fine, full, and fruity wine.

ANOTHER FINE COGNAC, \$16.75 per doz.

Less old than the above.

THE ELITE OF WHISKY.—

THE "PALL MALL,"

\$20 PER DOZ.

11 Years old; the finest quality shipped.

Each bottle bears an Analyst's certificate.

C. P. & CO.'S OWN SPECIAL

BLEND WHISKY,

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Very soft, palatable, and mature.

EVERYBODY SHOULD TRY THESE ITEMS; THEY ARE UNEQUALLED AT THE PRICE

AGENTS—SIEMSEN & CO., HONGKONG.

MANILA CIGARS.

ALWAYS ON HAND THE BEST MARKS.

FROM "LA INSULAR" AND "LA PEELA DE ORIENTE" FACTORIES  
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No. 9, QUEEN'S ROAD CENTRAL  
Entrance: ICE HOUSE STREET (New Victoria Hotel).

SCHLITZ WORLD FAMED BEER

IS THE ONLY BEVERAGE ONE NEVER REGRETS DRINKING.

TONIC AND REFRESHING.

SOLE AGENTS.

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CHEMISTS, AERATED WATER MANUFACTURERS, AND COMMISSION AGENTS,

HONGKONG.

JUST LANDED.

EX. S.S. "STUTTGART,"

KUPPER'S PILSENER BEER.

The most popular of light Beers. There is never any sediment in KUPPER BEER.

NEW LIGHT AND SPARKLING.

15, Queen's Road, Hongkong.

CALDBECK MACGREGOR & CO., SOLE AGENTS.

THE VICTORIA DISPENSARY,

HONGKONG

AERATED WATERS.

SIMPLY AERATED WATER.

LEMONADE.

SODA WATER.

SARSAPARILLA.

GINGER ALE.

TONIC WATER.

RASPBERRYADE.

LEMON SQUASH.

LEMON SQUASH.

SPECIAL TERMS to Hotels, Clubs, Messes and other large consumers.

W. BREWER & CO.

CHRISTMAS CARDS FOR HOME MAIL.

Molesworth's Pocket Book of Engineering Formulae.

Bangkok Bar Tide Table, by Capt. J. A. Morris.

2.00

NEW STOCK.

FOOTBALLS, TENNIS RACKETS, and BALLS, CRICKET BATS, BALLS, LEG GUARDS, BATTING and WICKET.

KEEPING GLOVES.

CIGARS, TOBACCO, CIGARETTES, BRIAR PAPERS (Large Variety), &c.

23 & 25, Queen's Road, Hongkong.

PARIS EXHIBITION, 1900.

THE GRAND PRIZE (HIGHEST AWARD) FOR SCOTCH WHISKY HAS BEEN AWARDED TO

JOHN DEWAR & SONS, LTD.

SOLE AGENTS

H. PRICE & CO.

12, QUEEN'S ROAD.

THE ROYAL PIANOS.

TWO OF THIS FAMOUS AMERICAN MAKE AT A SPECIALLY LOW PRICE

TO INTRODUCE RACHALS' PIANOS, "THE EVERLASTING." SIX MORE UNPACKING

SOLE AGENTS FOR THE SPECIALLY PREPARED MODELS OF ALL THE FAMOUS MAKERS.

EVERY PIANO SOLD BY US IS FULLY GUARANTEED BOTH BY THE MAKERS AND OURSELVES.

THE ROBINSON PIANO CO. LTD.

NOTICES OF FIRMS.

NOW READY.

NOTICE.

"OUNTINGS OF THE NAVAL GUNS and their Subsequent Use with the LADYSMITH BELIEF COLUMN."

Being a Lecture by CAPTAIN PERCY SCOTT, R.N.C.B., and CAPTAIN A. H. LIMPUS, R.N. (of H.M.S. Terrible).

The book is printed on art paper, and illustrated with coloured maps and sketches.

Prices \$1 and \$1.50.

HOTELS.

WINDSOR GARDEN & RESTAURANT.

A PLEASANT 15 minutes' drive from town will bring Visitors to above, which overlooks Happy Valley, and commands a magnificent view of the surrounding Hills and Race Course. Unparalleled situation, in a quiet and healthy locality. Can be overlooked from the Bowen Road, from which Visitors may either walk down or ride by chair. Tennis, Croquet, &c.

By Order— H. SIMMINS, Naval Store Officer.

H. M. Naval Yard, Hongkong, 3rd November, 1900.

[2308]

NOTICE FROM SHANGHAI.

FROM this day HOPKINS' BUTCHERY is again prepared to Supply its numerous Patrons in Hongkong as in former years with PRIME BEEF, GAME, WILD FOWLS, GAME PIES and BEAWNS, &c.

Orders are respectfully solicited.

HOPKINS' BUTCHERY, Shanghai, 1st November, 1900.

[2304]

SITUATION UNSURPASSED.

THE Finest Hotel in the East. Rooms en suite

**INTIMATIONS.**  
BROWN, JONES & CO.  
MONUMENTAL SCULPTORS:  
AMERICAN MARBLE.  
ITALIAN MARBLE.  
HONGKONG GRANITE.  
Designs and Prices on application.  
Office, 174 QUEEN'S RD. CENTRAL, 1ST FLOOR

A. S. WATSON & CO.,  
LIMITED.  
ESTABLISHED 1841.

**CONFETIONERY.**

SHIPMENTS FOR THE NEW SEASON  
HAVE ARRIVED.

## INCLUDING

Confections of all kinds, from simple articles to the FINEST and MOST DELICATE productions of the best firms in Europe.

CADBURY'S CHOCOLATES  
IN ALL VARIETIES.

## PASCALL'S SPECIALTIES.

Jordan Almonds,	Smyrna Rabat,
Vanille Pralines,	Montelimart Nougat,
Royal Pralines,	Amandes Aboukir,
Dragees,	Crèmes.
Fondants Fourrés,	Chocolatinas.
Marzipan.	Nougatines.
Apricots.	Fondants.
Frilled Pralines, &c., &c., &c.	

## ALSO

**CHRISTMAS**  
AND  
**NEW YEAR CARDS**  
IN GREAT VARIETY.

**A. S. WATSON & CO.**  
LIMITED,  
HONGKONG DISPENSARY.

## BIRTHS.

At the Peak Hospital, on the 3rd inst., the wife of G. MACKENZIE, of a daughter. [2820]  
On the 5th November, at No. 4, Blue Buildings, the wife of C. T. ROBINSON, of a son. [2821]  
On the 8th November, at No. 57, Szechuen Road, Shanghai, the wife of R. HEINSEN, of a son.

**The Daily Press.**  
HONGKONG OFFICE: 14, DES VIEUX ROAD CL.  
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, November 6th, 1903

In the political world, as in that of nature, a prolonged calm is to the thoughtful mind always suggestive of danger, and the reason is evident. In the ordinary course of events there is ever a flux and reflux, and it is only when powerful forces are called into being, which for the moment produce a temporary equilibrium, that rest is possible. Of late years the attention of the great Powers of the world has been drawn in a continually increasing ratio to the capabilities of China, and when that nation, in ignorance of the current of events, suddenly threw down the gage of defiance to the whole world the forces at work were doubled in intensity. No nation was prepared at the moment to undertake alone the task of restoring order, but there was one feeling common to all, and that was the intention of rendering nugatory by every means in its power the efforts of all others to gain any private advantage. This is in a few words the cause of the very ominous position in China. The Peace Congress of the Hague last year threw a good deal of light on the very complicated condition that prevailed in Europe and showed how very difficult it was for any one Power to recede from a position once taken up. In such a case a general movement of the surrounding masses would be the immediate result, with the certainty that such a movement once commenced it would be impossible for the most enlightened to foresee the eventual end. The irruption of the Boers into Natal proved how such a movement might have the most far-reaching results. The unexpected energy displayed by the people of South Africa, the movement of the Afrikaner population, and the rapid spread of the war, were the causes of Great Britain's entry into the field, and presented the first instance of producing world-wide disorder. However, a revolution as took place in France was not effected.

without sending an electric shock through the world, and could only be attributed to the highly charged condition of the world. The centre of gravity at the beginning of the century has in effect shifted from Europe to the Pacific Ocean, and the command of this new highway of the nations will apparently for years to come be the point of highest tension. The unexpected quiescence of Great Britain in the advances towards the Far East of the United States has left also its mark, and there is little doubt that the fear of seeing the Great Ocean fall under the control of the Anglo-Saxon peoples had a great deal to do with the jealousy shown on the continent of Europe towards England's successes in South Africa. Unfortunately the United States have not seen that that feeling really included themselves and hence the partially successful attempts made to separate the interests of the two great branches of the race in China. Unfortunately the knowledge of the importance of the issues concerned has not met with full recognition either in London or in Washington, but there are unmistakable signs that a wider view of the situation is beginning to penetrate the strangely composite body forming the public opinion on both sides of the Atlantic. The result of the recent elections in Great Britain has in this respect been a strange awakening to the party following the present Government. While seemingly all in favour of Lord SALISBURY there are undercurrents tending to show that his Government has taken too narrow a view, and that the awakened feeling is by no means too favourable to a continuance in office of Her Majesty's present advisers. The feeling is hardly in evidence at the moment, but it goes far to show that the Empire has more important issues at stake than what may be called the parochial politics of the Home Counties. The British House of Commons has deserved well of the nation in the past, but the questions which divide it are not always those which concern an Empire, and Imperial as distinct from domestic politics are not confined to one section or one party. The feeling has been growing, but has never been exhibited to the same extent as recently. Coalition governments in the past have as a rule resulted in failure, yet on certain great occasions, as when Lord Palmerston was called into office to repair the mistakes of the party in power at the commencement of the Crimean war, they have been found a necessity. After all, our position in the Far East in face of Australia and Canada, on the one side, and the United States, Russia and France, on the other, is not one which is concerned with the benevolent system of redressing the wrongs of any particular section of the merely British public, which has dominated our Government of recent years. The Reform Bill was an excellent measure in the past, but it little concerned our distant colonies at the time. Then the Colonies in their relation to the Empire could well be made the affair of a department, but the same can hardly be said to apply to the present. The affairs of the Empire must be managed as a whole, and it is fortunate that while this feeling has as yet made but little way with the Government in office, it has been widely marked in the recent elections, and will no doubt make itself powerfully felt in the new House of Commons.

Mrs. Gascoigne was "At Home" last night at Head Quarter House, and a large number of guests, including H.E. the Governor and Lady Blake, were present at an evening Garden Party from 9 to 11.30 p.m. The grounds were charmingly illuminated and some most excellent music was provided by the bands of the Royal Welsh Fusiliers and 22nd Bengal Light Infantry.

At the offices of the Public Works Department yesterday afternoon Mr. J. W. King offered two lots of Crown and for competition Kowloon Island Lot No. 227, which comprises 8,473 square feet, was bought by Mr. Pang Wing Ko for Chinese tenements for \$2,770 (upset \$2,340). Kowloon Island, Lot No. 1,111, which comprises 2,250 square feet, was sold to Mr. Wong Ki Sam for \$1,570 (upset \$1,250).

Last night, in the Union Church, Mr. George Grimble gave the first of a series of Organ Recitals in aid of the Organ Fund before a very large congregation. The programme consisted of a soprano solo by Mrs. Mudie, a tenor solo by Mr. Mirow, a solo and chorus by Mrs. Mudie and the choir, and five organ selections by Mr. Grimble. Mrs. Mudie was in good voice and interpreted the solo with her usual taste and expression, especially in the solo and chorus "As pants the hart" which she recited from memory. Mr. Mirow sang Beethoven's "Against These Have I Sinned" in very good style. Mr. Grimble rendered his share of the programme in a masterly manner taking into consideration the instrument he had to perform. Owing to the rain, the audience was small, the performances had to be altered, and a small sum was given to the organ fund.

Financially, as well as morally, the Recital was a great success, the collection being \$160.

No fresh plague cases or deaths occurred in the 48 hours ending at noon yesterday.

The British transports St. Andrew, and Wavora left on Sunday night for Bombay and Calcutta respectively.

The Shanghai A.D.C., according to the local papers, has scored another success with our Regiments, which has been drawing big houses at the Lyceum last week.

The British transport Ujina, with a broken stern frame, was docked at Messrs. Farnham and Co.'s International Dock, Shanghai, on the 28th ult.

According to a Peking telegram to Tokyo dated the 25th ult., the Foreign Ministers at Peking were to hold a conference on the following day to arrange for the proposed peace negotiations with the Chinese Commissioners.

For the convenience of the foreign residents of Tientsin, it is reported that the N.Y.K. steamers on the North China line will call at Tongku as formerly. The new arrangement was to be first carried into practice by the Geikyu Maru, which was expected to leave Nagasaki on the 2nd inst. for North China.

A Japanese paper states that 20 wounded officers and 720 soldiers as well as 14 invalided officers and 2,085 men of that nationality have been brought home to Japan since the outbreak of the Chinese trouble. It is stated that 2,050 officers and men are receiving treatment in the military hospital at Hiroshima.

According to an Extra published on the 30th ult. by the *Ostasiatische Lloyd*, the German troops had lately several encounters with Boxers between Peking and Tientsin and in their vicinity; but it appears nevertheless, that recent arrivals at Shanghai from Peking, who came by road unescorted from the capital to Tientsin, encountered no dangers whatever on the way.

The water of the Yangtze is still very low, and there are no hopes of there being any great rise this season. Very little rain has as yet fallen in the interior, consequently the canals, streams and even the wells are almost dry. There is very little water in the Han, and it is feared that the water-borne portion of coal from the interior will be very small. A big rise in price is predicted.

We received yesterday morning from Mr. Rounseville Wildman, U.S. Consul General, the following Typhoon Warning, issued from Manila Observatory at 10 a.m.—"Depression in the Pacific East of the Archipelago." Yesterday evening arrived another warning issued from Manila Observatory at 3.30 p.m., to the following effect—"The depression seems to be S.E. by E. of Manila between 11th and 13th parallels."

The *N.Y. Daily News* describes the execution on the 20th ult. in the Native City, Shanghai, of a member of the Kolo Hui Society, suspected of being implicated with the so-called Reformers executed at Wuhan in August. The accused was interrogated by torture and confessed his standing in the party as "Vice-President of the Board of Rites." By order of the Nanking authorities, he was summarily decapitated, the execution taking place on the parade ground outside the Little South Gate of the city, superintended by the Shanghai magistrate and General Yen, escorted by some 150 soldiers.

The Nagasaki harbour improvement work is now being rapidly pushed on day and night, so that the scheme may be finished within the specified period, which expires the 31st March, 1902. The reason for this activity is that the Central Government threatens to withdraw the state subsidy should the Municipality fail to complete the work within the prescribed term. The harbour improvement is carried on at an estimated expenditure of 3,100,000 yen, of which 1,350,000 yen were raised by means of a municipal loan. When the work is completed, it is expected that an area of 190,000 tsuno will be reclaimed. Of this, 20,000 tsuno have been already purchased by the Kynshu Railway Company and 10,000 tsuno will be reserved for sewage channels and the construction of streets. Only 160,000 tsuno will remain for building purposes.

Two important changes, says the *Saturday Review*, will follow the Ashanti campaign, the first of them military. The various drilled levies in West Africa will be organized into a single military body, of which two battalions will be stationed in the Niger territories, a battalion on the Gold Coast, half a battalion in Sierra Leone and Lagos respectively. Each of these units will be commanded by an officer with the rank of Lieutenant-Colonel, and the whole will actually take the command in the event of any considerable war, such as the late Ashanti. The various police forces incorporated will receive a more strictly military training, and the officers will have military titles, but the force will be under the Colonial Office. Only the West African regiment maintained at Sierra Leone, for the defence of the coasting station will remain under the War Office. Uniformity of equipment will be given to the newly constituted little army, which is merely an extension of the West African Field Force raised and organized three years ago by General Lugard. The other change is political. Up to the present, Ashanti and the various tribal units, etc., had played no rôle in the Ashanti campaign. The Ashanti tribesmen, who have been fighting the British, have been fighting the Ashanti tribesmen, who have been fighting the British. The Ashanti tribesmen, who have been fighting the British, have been fighting the Ashanti tribesmen, who have been fighting the British.

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The return of cases of communicable disease in the Colony last week shows one of Shihkhe (Victoria) and seventeen others from the islands, the latter two, two of the Harbour, the latter having been imported from Germany and Shanghai. Five of the entire cases proved fatal.

The *Telegraph* states that the request lodged with

the Government by Mr. Hayashi, Japanese Minister, for the erection of lighthouses along the Korean coast, has led the Korean Government to decide to carry on the work themselves. The work has been entrusted to Mr. McLeavy Brown, who will start to construct light-houses at Chonju next spring. It is reported that the Russian Minister to Seoul also lodges a request with the Korean Court for the erection of lighthouses.

Some sweeping changes are contemplated at the Mail dock steamer the *S.F. Call*. With the advent of the new steamers now building at Newport News the Occidental and Oriental vessels and those of the Toyo Kisen Kaihatsu will move to Long Wharf, Oakland. From that time on Oakland will be the port of entry and clearance of these companies' steamers. The Pacific Mail Company will run three of its Panama steamers as far south as Valparaiso and will, if the service warrants, continue on to London, Havre, and Antwerp. A regular steamer is to be put on between here and Manila and will ultimately connect for Port Arthur and Vladivostok.

In a recent book on "*L'Angleterre et l'Impérialisme*" an Anglophile French writer, by name Victor Bérard, makes Mr. Chamberlain the villain of the great drama, "The Downfall of England." Birmingham is the seat of his power and the centre of opposition to this malignant influence is Manchester, where Mr. Bérard would persuade himself that the old Radicalism still reigns supreme. In his opinion Imperialism is an adventure of force and fraud into which Mr. Chamberlain is launching his country in order to recover the lost prosperity of Birmingham. His knowledge of facts may be gauged by the fact that he imagines the masters of industry in that city stroll down to their offices late in the morning, pass the afternoon in playing billiards, and try to grow wickedly rich on shares in bubble companies.

**FOOTBALL.**

H.K.C. v. R.W.F.

The opening match of the season was played at Happy Valley yesterday afternoon, when the Hongkong Club met and defeated a team from the Royal Welsh Fusiliers. The elevens were—H.K.C.—Goal—Graham; backs—Russell (left) and Looker (right); half-backs—Jenkins (right), Kew (centre), and Henderson (left); forwards—Yule and Noble (right wing); Booth and Wild (left wing).

Fusiliers—Goal—Travers; backs—Robert (right) and Ryan (left); half-backs—Meeor (right), Clark (centre), and Drummer Matthews (left); forwards—Jiles and Dawson (left wing); Matthews (centre); Halsbury and Gregory (right wing).

The club won the toss and kicked off. An exhibition of head work followed, the ball being kept well in mid-field. The ground men were the first to break away, and secured a corner, from which nothing resulted. The Fusiliers caught the leather from the goal kick, and a place of give-and-take work ensued. Two aches followed in rapid succession—one for each team. From their throw-in the Fusiliers had a good try for goal, Matthews bringing his men well inside the club's defences. A tussle at goal followed, but Gregory failed to support, and the ball was again centred. Booth captured it, and dribbling well down, passed over to Noble, who secured a very soft goal. Travers not seeming to realize that his charge stood in real danger, the Fusiliers now plucked up. Jiles and Dawson putting in some splendid shots that kept Looker and Russell on the hop. The club men quickly broke away, however, and a long shot by Jenkins hit the post. He caught the ball, but it slipped through his fingers and dropped to the ground. Had the home team's forwards been any way near, a second goal must inevitably have followed, but they were not, and thus a splendid chance was lost. The ball was sent out and taken charge of by Jiles, who, splendidly supported by Dawson and the other forwards, shot for goal. Looker and Russell saved, however, and a corner was claimed by the Fusiliers, which resulted in a dead ball. The leather was fumbled, and Booth and Wild broke well away, but only got a bye for their trouble. A rather tame bit of play followed, the ball being headed from one man to another in the centre of the field, and looking as though it were going to stop there. Jiles and Dawson, without question the two best men the Fusiliers had in the field, in turn on business, put a stop to this manoeuvring, and the former sent in a low, swift ball that Graham stopped beautifully. Dawson again caught the ball, and passed it over to Jiles, who, evading Looker and Russell, sent the ball into the net and equalized for the Fusiliers. Just before half-time Kew received a hard and had to retire. The score stood equal when the half-time whistle sounded.

The ground men, who from the beginning had played one man short, faced the Fusiliers in the second half minus two men. Kew's hurt preventing him from taking his place in the field. Giles immediately assumed the aggressive, and sprang for Graham's charge. He shot, but was crowded, and the ball went harmlessly past. A break-away on Noble's part resulted in the ball being headed from one man to another in the centre of the field, and looking as though it were going to stop there. Jiles and Dawson, without question the two best men the Fusiliers had in the field, in turn on business, put a stop to this manoeuvring, and the former sent in a low, swift ball that Graham stopped beautifully. Dawson again caught the ball, and passed it over to Jiles, who, evading Looker and Russell, sent the ball into the net and equalized for the Fusiliers, which resulted in a dead ball. The leather was fumbled, and Booth and Wild broke well away, but only got a bye for their trouble. A rather tame bit of play followed, the ball being headed from one man to another in the centre of the field, and looking as though it were going to stop there. Jiles and Dawson, without question the two best men the Fusiliers had in the field, in turn on business, put a stop to this manoeuvring, and the former sent in a low, swift ball that Graham stopped beautifully. Dawson again caught the ball, and passed it over to Jiles, who, evading Looker and Russell, sent the ball into the net and equalized for the Fusiliers.

The score was agreed to.

This was all the business.

**HONGKONG LEGISLATIVE COUNCIL.**

Yesterday afternoon a meeting of the Hongkong Legislative Council was held in the Council Chamber of the Government Offices, where being presided over by Mr. Gurnett, for the Governor (Sir HENRY BLAKE, G.C.M.G.).

Mr. EXCELLENCY Major-General GASEKOW, G.C.M.G. (Commander-in-Chief)

The Hon. J. H. STEWART LOCKHART, C.M.G. (Colonial Secretary).

The Hon. W. MORON GOODMAN, Q.C. (Attorney-General).

The Hon. A. M. THOMSON (Colonial Treasurer).

The Hon. R. D. CHAMBERS (Director of Public Works).

The Hon. P. H. MAY, C.M.G. (Captain Superintendent of Police).

The Hon. BASIL TAYLOR (Acting Harbour Master).

Hon. Dr. HO KAI.

Hon. J. THUREUX.

Hon. R. M. GRAY.

Hon. W. YUK.

Mr. R. F. JOHNSTON (Acting Clerk of Councils).

THE BLUE BOOK FOR 1903.

THE COLONIAL SECRETARY laid on the table

THE BLUE BOOK FOR THE YEAR 1903.

**FINANCIAL.**

The COLONIAL SECRETARY laid on the table

rickshaw coolie came up and told him that defendant had refused to pay his fare. Witness asked defendant if he had not paid therefore and defendant replied that he had not, and would not. He also told witness to mind his own business, or he would knock him down. Defendant was drunk, and used very obscene language. Witness arrested him.

Inspector McNeil said defendant was very violent in the charge room, and refused to be searched. The rickshaw coolie said he had received a 10 cent piece from defendant, who refused to give him a good one.

John Wenscott and Robert Tippet, engine-room artificers, gave evidence for the defense. They both agreed in saying that Matthew paid the rickshaw coolie, and that he did not use obscene language to the constable. They, however, could say nothing regarding the incident in the charge room.

Defendant alleged that he gave the coolie a good coin. The ten cent piece produced in the charge room probably was not his. The officers in the charge room treated him very roughly, four of them knocking him down and holding him on the floor.

His Worship said it was clear that complainant had been disorderly, but as he was under the influence of drink at the time the sentence should be a lenient one—\$3 or 14 days' hard labour. The charge of refusing to pay his rickshaw hire had not been clearly proved, and would accordingly be dismissed.

#### CORPORAL PUNCHED FOR ASSAULT.

P.C. 48 Findlay was brought up on remand charged with assaulting James Cuthbertson, a ship's cook in the Royal Navy, on Murray Pier on the 2nd inst. He pleaded not guilty.

Complainant in evidence stated that at half past ten on the night in question, he was returning from Oliver's public house in a rickshaw. He had been to market, and had with him a basket containing two hundred eggs and two livers, for the men's breakfast next morning. When they reached the pier, the coolie lifted the basket out and put it on the pier wall. The defendant whose back at first was towards complainant, turned round, and when he saw the basket he went over and deliberately tipped it into the water. Complainant demanded his reasons for the act, and said he wanted compensation. Defendant ordered him to go away, and complainant refused. The constable then arrested him on a charge of being disorderly, and took him to the police station. On the way he kept pushing and dragging complainant, in spite of the latter's assurance that he had no wish to resist. A police inspector witnessed the incident, and ordered the constable to leave go. Complainant had a punch under his arm, which fell to the ground. He stooped to lift it, and the constable attempted to strike him, just shoving his nose. When they reached the station complainant reported the assault.

Defendant, by a clever bit of cross-questioning, attempted to prove that complainant had been drinking from the time the market closed—eight o'clock—until shortly before his arrival at the pier. Complainant, however, satisfied his worship that he had spent the greater part of the time in walking the streets.

Defendant.—When I asked who owned the basket, did you not say—"What's that to you, you Scotch?"

Complainant.—That is a deliberate lie.

Inspector McNeil said he was on patrol duty in Praya Central on the night of the 2nd inst. He saw about half a dozen Service men on the Praya, a little to the west of Government Wharf. When he came up he noticed the constable holding complainant by the sleeve. He was pushing and shaking his prisoner very much—using him roughly, in fact. The complainant did not appear to be resisting, and witness told the constable to let him walk quietly.

HIS Worship.—Was the defendant quite sober?

Witness.—He appeared to be. Complainant was also sober.

Inspector Warnock, who took the charge, said that at 10.45 p.m. on the 2nd inst. P.C. 48 Findlay brought complainant to the station and charged him with disorderly conduct. Witness, when asked what he had to say about it, denied the charge. Witness asked the constable to desist the disorderly conduct, which he did by saying that he had knocked a basket over the wharf, and that complainant had "got on" to him, and called him a Scotch.

HIS Worship.—Did he admit knocking the basket over?

Witness.—Yes, your worship.

Inspector Warnock further stated that the complainant was sober, and the defendant slightly under the influence of drink. Witness did not believe the charge of disorderly conduct, and refused to admit it. He told complainant, if he had any complaint to make, to go to the Captain Superintendent next morning. The constable was reprimanded, and the Superintendent of Police decided to have dealt with by the magistrate.

Defendant.—Did the complainant before the Captain Superintendent say he had four hundred eggs in his basket?

Witness.—No, two hundred.

Defendant.—Did he not make a statement in the charge room that he had two hundred, then three hundred, then four hundred?

Witness.—No, he said two hundred.

HIS Worship.—What did the constable do on duty?

Witness.—Six o'clock.

HIS Worship.—He was sober then?

This was all the evidence.

Defendant had nothing to say with regard to the constable except that he brought the complainant to the station honestly, as a constable. He could not help the charge made against him. Complainant called him a Scotch this and a Scotch that. He admitted he was a Scotchman, but he could not deny that.

After an examination into the previous character of the defendant, the magistrate said the question before him was simply one of assault; that he must decide, whatever to the facts incident, whether he intended to think that the defendant was guilty of an offence at the time of the attack. The magistrate then adjourned the trial until the following afternoon, when the police magistrate would be able to see the evidence.

MISCELLANEOUS.

A private in the R.M.L.I. pleaded guilty to having been disorderly and indecent in a rickshaw. He was allowed to go on parole to compensate him for the coolie.

Two following the Chinese transport, Captain were charged with being drunk and disorderly and that he had been drunk and disorderly since his return from China.

An assistant steward, Mr. Smith, said he was too drunk to remember what he did, but he asked if he had been drunk when he came to pay a rickshaw coolie 10 cents, or three dollars or 14 days, with a written compensation to the coolie. The fine was \$3.

A number of rickshaw coolies were disposed of at Soo-tan.

William Hill, greenman, was sentenced to six months' imprisonment with hard labour, and a fine of £100, for breaking and entering into the premises of the British Consulate, and the theft of a diamond ring worth £100. The ring was recovered.

John McNeil, a rickshaw coolie, was sentenced to six months' imprisonment with hard labour, and a fine of £100, for breaking and entering into the premises of the British Consulate, and the theft of a diamond ring worth £100. The ring was recovered.

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active on board the *Destitute* on the 4th inst. He was convicted on evidence and fined \$10 or a month's imprisonment.

A Chinese who was arrested by Sergeant Macdonald on suspicion of being concerned in the recent piracy on the *Long-Song*, was brought on remand charged with being in unlawful possession of articles of clothing, etc., supposed to have been taken from the launch.

The charge was not brought home, none of the witnesses being able to identify the articles. The accused, however, could not give a satisfactory explanation regarding them, and he was fined \$10 or three months' hard labour.

#### STEALING POTATOES.

Kwok Lui, master of a junk, was charged with having on the 3rd November, in the harbour at Victoria, stolen 160 lbs. of potatoes, valued at \$5, the property of Castle Brothers, Wolff and Sons.

William West Wilson said on Saturday the 3rd inst. at two o'clock, defendant was found with 160 lbs. of potatoes in his junk, which was lying alongside the *Long-Song*. Defendant was engaged by the Canadian Pacific Railway Company to tranship cargo to the *Long-Song*. A quantity of the potatoes was found in the raised forecastle of the defendant's junk, and the remainder in the stern hold. They were covered up. The potatoes were part of cargo being transhipped from the *City of Rio* to the *Long-Song*.

Chinese P.C. 316 gave evidence of the arrest and of the potatoes having been found covered up.

Defendant pleaded that the boxes had been broken in transhipment, and the potatoes had dropped into the junk.

His Worship failed to see how one part of the stolen potatoes found its way into the forward part of the junk, and the remainder into the stern hold, and passed sentence of three weeks' hard labour.

#### THE ROBBERY FROM MILITARY PREMISES.

The two Chinamen arrested in connection with the robbery from military premises at Wanchai on the 12th ult. were again brought up and committed for trial to the next Criminal Sessions.

#### CRICKET.

##### HONGKONG CRICKET CLUB V. LADIES' RECREATION CLUB.

This match played on 3rd instant, led to another close finish. It was not so much with the L.R.C. as with the clock that the H.K.C.C. had to fight. On the good wickets of the season, any delay in starting will generally jeopardise the result, and Saturday's game illustrated this. In semi-darkness and by calling men to sacrifice personal considerations for the benefit of their side, the match was won just on time for the H.K.C.C. by 4 wickets. A punctual start at 11 o'clock does not give more than 55 hours for cricket, and if the out side has to score in against 250 runs, there is only just time to score the necessary number of runs, even though a forcing game is played right through an eleven. Our play therefore is for punctuality at all costs.

Hill and Strong opened well for the L.R.C. against Smith and Woodgate and looked set for a long stay till Treagear

mid-in and mid-out dismissed them both by excellent one-handed catches. The naval man in particular played a good innings. At 63, Noble joined Anderson, who had played himself well in; the two adopted totally different methods. Anderson being correct almost to a fault and Noble original almost to distraction. This is the second occasion on which the H.K.S.B. man has helped his side out by playing a smashing game. Is not there any one else in that inclination to come and do likewise? Close on 100 runs were added to the score whilst these two were together. Noble being caught by the wicket-keeper of a side designed to travel to square leg and retiring for a well hit 52, enjoyed by the Pavilion as much as by himself. Anderson stayed on for another 30 runs, when he was yorked by Woodgates for a stylish 75, upon which our congratulations will fall flat after the congratulations which he probably received, or, if he did not, ought to have received, from the ladies on the ground. He was not robust enough for his methods to please Smith, who entrapped him into running out to a curvy underhand which tripped into his wicket. That was practically the end of the innings which closed for 196.

The most successful bowler was Smith with 4 for 49. Considering the bowling at its disposal, the H.K.C.C. did well to outlast the ladies' champions for anything under 200. With just two hours in which to make 120 runs, Marshall and Wall started for the H.K.C.C. and from the outset were hard at it, not only making plenty of boundaries but running between wickets in admirable fashion. At 37 Wall left for a bold 46, which was made at some risk but with an eye to winning the game. A full occurred when Almoe went in and the clock was gaining, although Marshall availed himself of all his chances and saw another 27 added as he had to go, after making a powerfully hit 66, marred by an chance in the long field. Thanks to his and Wall's innings, the prospect of victory became reasonable. Subsequently owing to his wife's illness, Dyson sacrificed himself to this policy, to aid Ward. When Lamb joined Almoe he got a good deal of the bowling and operated on a wild and vigorous, knocking up a most勇 22 in a few minutes and leaving at 108. Almoe having been run out at 108 in matching runs. He played a capital innings of 36, not quite Thorntonian, but of immense service all the same. With the game a tie, Woodgate hit up a "thing" which should have been caught, but for which somehow or other 3 runs were obtained. This winning hit secured for the Club its second victory this season. Can we make it a record season by going through without a defeat? Strong bowed well and was noticeable along with Noble, Bird and Hay in the field.

Next Saturday's match is not announced yet, but the L.R.C. forward matches are

H.K.C.C. v. Gossips on 16th and 17th November, and H.K.C.C. v. Football Club on 24th November. Thereafter as may be arranged.

The thanks of the Club are due to Col. Tweddle and the Officers of the 3rd Guards, L.I. for allowing their band to play during the afternoon, their music was much appreciated.

We have already given the score and analysis, but we repeat them for our readers convenience.

#### CARRIAGES AND HARNESS IN HONGKONG.

We have received the advance sheets of Mr. Rounseville Wildman's Consular Report on chances of business for carriages and harness-makers in Hongkong. We cannot do better than quote Mr. Wildman's own words in the subject. He says:

Within the last six months, the manufacturers of carriages, carriage hardware, and harnesses seem to have singled out Hongkong as a likely market to which to sell their wares. I am less loss to understand this crusade, as I am flooded not only with letters and printed circulars, but with publications devoted to this line of commerce. I trust that nothing that I have said in any previous report has caused our manufacturers such a waste of postage stamps and good印 matter.

There is absolutely no market whatever for carriages or harness in Hongkong or South China. It is only necessary for the exporter to refer to the cheapest kind of handbook to demonstrate how useless their attempt is here.

Hongkong is situated on a rocky island and rises, terrace by terrace, from the water's edge 1,500 feet in the air to the peak. On the island itself there is no short drive possible and the colony has the proud distinction of possessing three bond side carriages which are seen usually on ceremonial occasions. All the drayage of the city is either done on the shoulders of coolies or by means of roughly made handcarts. The means of locomotion for the residents is principally the sedan chair, although a number of rickshaws run on the lower levels. There is a possible sale for a number of leading saddle and riding saddles, of which we can boast of a few. China leather that are used for polo or riding.

As regards neighbouring Chinese provinces, they are not in great demand for the northward route.

I trust that the reader of the situation will tend to form a correct idea of our manufacturers' chances of success, where the rewards are greater and more readily obtained.

#### A CURIOUS STORY FROM KUINKIANG.

#### THE TRADE OF CHUNGKING.

The Imperial Maritime Customs report for 1899 is the work of Mr. T. W. Moorhead, Assistant in Charge at Chungking. He says:

The Kukkiang section of the Echo de Chine relates a story of a day that he was astonished at the silence of the English Press in the matter. The tale is this. From the beginning of October the natives of Kukkiang began to grow more and more silent. Three soldiers went so far as to insult the British Consul, knocked him down, and were on the point of putting him in the creek, when two Europeans, one of whom was the Rev. Mr. Nichols, arrived on the spot and with the aid of umbrellas vigorously defended the Consul. The British gunboat at Kukkiang immediately landed a party. The Tao-tai hastened to the Consul, declaring that it was all a misunderstanding, that no importance should be attached to the little affair, and he regretted it profoundly. Finally there was champagne all round. But there was a sequel, for later on 2,000 Chinese soldiers carrying flags, parasols, and banners inscribed with honorary characters, paraded the Settlement. The correspondent asks whether the demonstration was intended to show how much the Chinese were at home there. In consequence some foreign troops are being placed as a garrison in the Settlement, and the correspondent expresses his perplexity at the report that the barracks prepared by the British Consul are intended to receive 200 Japanese soldiers. What is this new mystery?

Reading this story, what any Englishman will want to know is whether there is any truth in it or is it a libel on the British Consul at Kukkiang. If it is the latter, it certainly requires contradiction. The suggestion that a British representative allowed a gross insult like that described above to be wreaked out in champagne, as the French correspondent suggests,

#### REVIEWS.

##### AMERICA IN THE EAST. BY WILLIAM ELLIOT.

GRIFFIN. New York, A. S. Barnes & Co.

Mr. Griffin is already known as author of *COREA THE HERMIT NATION* and *THE MIKADO'S EMPIRE*, and his new work is a pleasantly written little book, intended chiefly, it is true, for Americans, but none the less interesting therefore for other readers.

The bulk of the volume, the preface informs us, is reprinted from a series of papers in the *American Outlook* and an article in *Harper's Monthly Magazine*, but some fresh matter has been added. The scope of the work can be gathered from some of the chapter headings—"What is our Problem?"—"Can we Govern the Philippines?"—"Can the White Man live in the Tropics?"—"American Leaven in the Chinese Mass?"—"The Americans in Corea"—"Our New Fellow-Citizens" (Hawaii)—"Trade and Markets in Asia," etc. Naturally there is a little of the New Imperialistic spirit in the book, but Mr. Griffin keeps his enthusiasm within bounds and could offend none but the Bryanites. Here, for instance, is part of his answer to the question, "Can we Govern the Philippines?"

Both the Dutch and the British [sic] have displayed an aptitude for governing Asiatic peoples; the former in a good, the latter in a better way. We are their children. What they have done we can do. Their history is our mirror. The same general elements of civilization are in our own. If they do so well, why not we? Is it because of the old Fourth of July spirit that gives ground to this faith? I cannot see, as some of our editors and bishops and statesmen seem to, that Americans have not the genius or the ability or the political virtue for undertaking colonies or governing the Philippines."

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According to those who are in a position to know the inside of the concessions, our American contemporary states, the value of the land involved is about \$5,000,000 for mining purposes alone, and it is probable that the development of the mines will increase this value many fold. This being the case it is considered possible that the Russian Government itself may have had something to do with bringing on the crisis. This phase of the matter will probably be the subject of investigation, both at Washington and at St. Petersburg, for the English and American members of the syndicate will not let the matter drop, but will fight for possession of the concession now that it is known that the property contains rich mines.

#### EXPORT CARGO.

Per P. & O. steamer *Bombyx*, sailed on the 3rd November. For Glasgow—5 cases black woodware. For Manchester—25 bales waste silk. For London—2,347 bales hemp from Manila, 4,749 boxes tea, 176 boxes tea oil, Amsterdam and Rotterdam—344 cases preserves, 162 bales canes, 71 cases blackwoodware, 98 cases Chinaware, 4 cases cigars, 2 cases old ombuds, 3 pkgs. tea, 3 pkgs. lichess. For Gibraltar—1 case curios.

#### ARGUS DE LA PRESSE.

PARIS, NOVEMBER 6TH, 1900.

POUR être sûr de ne pas laisser échapper un journal qui l'aurait nommé, il faut abonnér à *l'Argus de la Presse*, qui lit, découpe et traduit tous les journaux du monde, et en fournit les extraits sur importé quel sujet.

*l'Argus de la Presse* fournit aux artistes, littérateurs, savants, hommes politiques, tout ce qui paraît sur leur compte dans les journaux et revues du monde entier.

*l'Argus de la Presse* est le collaborateur indiqué de tous ceux qui préparent un ouvrage étudiant une question, s'occupent de statistique, etc. etc.

S'adresser aux bureaux de *l'Argus*, 14, rue Drouot, Paris. Téléphone.

L'Argus lit 5,000 JOURNAUX PAR JOUR.

[See page 308]

#### NOW READY.

#### THE PROVINCE OF SHANTUNG.

#### ITS TRADE, POPULATION AND FUTURE PROSPECTS.

BY M. OS.

Reprinted from the "HONGKONG DAILY PRESS." Price 50 cents (each). Messrs. Kelly & Walsh or Daily Press Office.

Hongkong, 31st January, 1900.

## NEW ADVERTISEMENTS

## NOTICE.

I HAVE This Day ESTABLISHED myself as CIVIL ENGINEER, ARCHITECT AND SURVEYOR.  
No. 18, BANK BUILDINGS.  
L. OXLEY JURENS.

Hongkong, 6th November, 1900. [2813]

WANTED A CLERK with a knowledge of BOOK-KEEPING.  
Apply by letter to—

## "ACCOUNTS."

Care of Office of this Paper.  
Hongkong, 6th November, 1900. [2818]

## FURNISHED HOUSE TO LET.

"THE EYRIE," a large BUNGALOW, standing in extensive and lovely grounds, near the summit of the PEAK.  
For Terms and Particulars, apply to—

## R. C. WILCOX,

8, Beaconsfield Arcade.  
Hongkong, 6th November, 1900. [2822]

## GOVERNMENT NOTIFICATION.

No. 1187.

TENDERERS with Detailed Specifications will be received at the Colonial Secretary's Office up to Noon of FRIDAY, the 1st February, 1901, for the Construction and Supply of TWO WOODEN or COMPOSITE STEAM FERRY BOATS for the JOHORE STRAITS. (See Admiralty Chart No. 2403.) Length 90 feet over all.  
Breadth not less than 17 feet.  
Maximum draft 7 feet.

The vessels to be of sufficient stability to carry passengers on a shade deck about one half of their length.

To be driven by single or twin screw engines at a speed of 9¾ knots on the measured mile. If composite built, the frames and scantlings throughout to be accessible for painting and preservation from corrosion. Ceiling to be dimensioned with as far as possible, what ceiling there is to be of hard wood. The outside planking to be of teak of substantial thickness.

If of wood to be built of Java teak or Panaga crooks for frames, &c., with teak planking and hard wood ceiling.

The boats to be sheathed to well above the water line with 18 oz. yellow metal.

Tenderer must state the price—1st with fittings to burn liquid fuel carrying a sufficient supply to steam about 500 knots—and with fittings for burning wood fuel—3rd with fittings which can be altered for burning liquid or wood fuel as found expedient.

The boats must be built for and fitted with towing hooks and other fittings and gear for towing a 40 ton tongkang.

One short mast forward for light and signalling and a teak wood dinghy to be supplied with each vessel.

First Class and Native passenger accommodation to be separate. Space for baggage to be provided below.

Any further information can be obtained from the Master Attendant, Singapore. The tenders to state the date on which the boats can be completed and delivered in Singapore.

The Government does not undertake to accept the lowest or any tender.

Colonial Secretary's office,  
Singapore, 22nd October, 1900. [2814]

## "GLEN" LINE OF STEAMERS.

## FOR KOBE AND YOKOHAMA.

## THE Company's Steamship

## "GLENARTNEY."

Captain Warner will be despatched as above TO-MORROW, the 7th November at 4 P.M.

## For Freight or Passage, apply to—

## MCGREGOR BROS. &amp; GOW,

Agents.

Hongkong, 5th November, 1900. [2812]

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.

## FOR MANILA.

## THE Company's Steamship

## "MENMUIR."

Captain B. W. Almond, will be despatched as above on SATURDAY, the 10th inst., at 5 P.M.

The attention of Passengers is directed to the excellent accommodation provided by this Steamer. She is fitted throughout with the Electric Light and is supplied with a Refrigerating Chamber.

For Freight or Passage, apply to—

## SHEWAN, TOMES &amp; CO.,

General Managers.

Hongkong, 5th November, 1900. [2811]

## STEAMSHIP "ANNAM."

## COMPAGNIE DES MESSAGERIES MARITIMES.

## NOTICE.

CONSIGNEES of Cargo from London ex s.s. *Commodity*, in connection with above Steamer are hereby informed that their goods with the exception of Opium, Treasure and Valuables, are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional cargo will be forwarded on unless intimation is received from the Consignees before 9 A.M. TO-MORROW, the 6th inst., requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after MONDAY, the 12th instant, at NOON, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 12th instant, or they will not be recognized.

All damaged packages will be examined on MONDAY, the 12th instant, at 3 P.M.

## No Fire Insurance has been effected.

## G. DE CHAMPEAUX,

Agent.

Hongkong, 5th November, 1900. [2810]

## "GLEN" LINE OF STEAMERS.

## FROM NEW YORK.

## THE Company's Steamship

## "GLENARTNEY."

having arrived from the above port, Consignees of cargo by her are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board will be delivered at once at Consignees' risk and expense into the Hongkong and Kowloon Wharf and Godown Company's Godown.

## No Fire Insurance will be effected.

Bills of Lading will be countersigned by MCGREGOR BROS. & GOW,

Agents.

Hongkong, 5th November, 1900. [2815]

## NEW ADVERTISEMENTS

## DOUGLAS STEAMSHIP COMPANY, LIMITED.

## FOR HAIPHONG.

## THE Company's Steamship

## "HAILOONG."

Captain Bethurst, will be despatched for the above port TO-MORROW, the 7th inst., at DAYLIGHT.

For Freight or Passage, apply to—

## DOUGLAS LAPRAIK &amp; CO.,

General Managers.

Hongkong, 6th November, 1900. [2818]

## GOVERNMENT NOTIFICATION.

No. 441.

THE following Particulars and Conditions of Sale of CROWN LAND by PUBLIC AUCTION, to be held at the Office of the Public Works Department, on MONDAY, the 12th day of NOVEMBER, 1900, at 3 P.M., are published for general information.

By Command.

## J. H. STEWART LOCKHART,

Colonial Secretary.

Hongkong, 27th October, 1900. [2816]

Particulars and Conditions of the Letting by Public Auction Sale, to be held on MONDAY, the 12th day of NOVEMBER, 1900, at 3 P.M., at the Office of the Public Works Department, by Order of His Excellency the Governor, of Two Lots of Crown Land at Queen's Road West, in the Colony of Hongkong, for a term of 75 Years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of Her Majesty the QUEEN for one further term of 75 Years.

Length 90 feet over all.  
Breadth not less than 17 feet.

The vessels to be of sufficient stability to carry passengers on a shade deck about one half of their length.

To be driven by single or twin screw engines at a speed of 9¾ knots on the measured mile. If composite built, the frames and scantlings throughout to be accessible for painting and preservation from corrosion. Ceiling to be dimensioned with as far as possible, what ceiling there is to be of hard wood. The outside planking to be of teak of substantial thickness.

If of wood to be built of Java teak or Panaga crooks for frames, &c., with teak planking and hard wood ceiling.

The boats to be sheathed to well above the water line with 18 oz. yellow metal.

Tenderer must state the price—1st with fittings to burn liquid fuel carrying a sufficient supply to steam about 500 knots—and with fittings for burning wood fuel—3rd with fittings which can be altered for burning liquid or wood fuel as found expedient.

The boats must be built for and fitted with towing hooks and other fittings and gear for towing a 40 ton tongkang.

One short mast forward for light and signalling and a teak wood dinghy to be supplied with each vessel.

First Class and Native passenger accommodation to be separate. Space for baggage to be provided below.

Any further information can be obtained from the Master Attendant, Singapore. The tenders to state the date on which the boats can be completed and delivered in Singapore.

The Government does not undertake to accept the lowest or any tender.

Colonial Secretary's office,  
Singapore, 22nd October, 1900. [2814]

## GOVERNMENT NOTIFICATION.

No. 546.

THE following Particulars and Conditions of Sale of CROWN LAND by PUBLIC AUCTION, to be held at the Office of the Public Works Department, on MONDAY, the 12th day of NOVEMBER, 1900, at 3 P.M., are published for general information.

By Command.

## J. H. STEWART LOCKHART,

Colonial Secretary.

Hongkong, 3rd November, 1900. [2817]

Particulars and Conditions of the Letting by Public Auction Sale, to be held on MONDAY, the 12th day of NOVEMBER, 1900, at 3 P.M., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of Crown Land, in the Colony of Hongkong, for a term of 75 Years.

Length 90 feet over all.  
Breadth not less than 17 feet.

The vessels to be of sufficient stability to carry passengers on a shade deck about one half of their length.

To be driven by single or twin screw engines at a speed of 9¾ knots on the measured mile. If composite built, the frames and scantlings throughout to be accessible for painting and preservation from corrosion. Ceiling to be dimensioned with as far as possible, what ceiling there is to be of hard wood. The outside planking to be of teak of substantial thickness.

If of wood to be built of Java teak or Panaga crooks for frames, &c., with teak planking and hard wood ceiling.

The boats to be sheathed to well above the water line with 18 oz. yellow metal.

Tenderer must state the price—1st with fittings to burn liquid fuel carrying a sufficient supply to steam about 500 knots—and with fittings for burning wood fuel—3rd with fittings which can be altered for burning liquid or wood fuel as found expedient.

The boats must be built for and fitted with towing hooks and other fittings and gear for towing a 40 ton tongkang.

One short mast forward for light and signalling and a teak wood dinghy to be supplied with each vessel.

First Class and Native passenger accommodation to be separate. Space for baggage to be provided below.

Any further information can be obtained from the Master Attendant, Singapore. The tenders to state the date on which the boats can be completed and delivered in Singapore.

The Government does not undertake to accept the lowest or any tender.

Colonial Secretary's office,  
Singapore, 22nd October, 1900. [2814]

## GOVERNMENT NOTIFICATION.

No. 546.

THE following Particulars and Conditions of Sale of CROWN LAND by PUBLIC AUCTION, to be held at the Office of the Public Works Department, on MONDAY, the 12th day of NOVEMBER, 1900, at 3 P.M., are published for general information.

By Command.

## J. H. STEWART LOCKHART,

Colonial Secretary.

Hongkong, 3rd November, 1900. [2817]

Particulars and Conditions of the Letting by Public Auction Sale, to be held on MONDAY, the 12th day of NOVEMBER, 1900, at 3 P.M., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of Crown Land, in the Colony of Hongkong, for a term of 75 Years.

Length 90 feet over all.  
Breadth not less than 17 feet.

The vessels to be of sufficient stability to carry passengers on a shade deck about one half of their length.

To be driven by single or twin screw engines at a speed of 9¾ knots on the measured mile. If composite built, the frames and scantlings throughout to be accessible for painting and preservation from corrosion. Ceiling to be dimensioned with as far as possible, what ceiling there is to be of hard wood. The outside planking to be of teak of substantial thickness.

If of wood to be built of Java teak or Panaga crooks for frames, &c., with teak planking and hard wood ceiling.

The boats to be sheathed to well above the water line with 18 oz. yellow metal.

Tenderer must state the price—1st with fittings to burn liquid fuel carrying a sufficient supply to steam about 500 knots—and with fittings for burning wood fuel—3rd with fittings which can be altered for burning liquid or wood fuel as found expedient.

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By Command

HONGKONG  
BUSINESS DIRECTORY.

AUCTIONEERS &amp;c.

PAUL BREWITT,  
2 Zealand Street, Auctioneer, Appraiser  
and Commission Agent.HUGHES & HOUGH.  
Auctioneers to the Government, and Share  
and General Brokers, corner Ice House  
Street and Praya Central.V. I. REMEDIOS,  
Auctioneer, Appraiser and Agent,  
8 Queen's Road Central.

BOARD AND LODGING

THIS SPACE IS RESERVED  
FOR THE  
WESTERN HOTEL

BOOKBINDING

DAILY PRESS OFFICE,  
The only office in China having European  
taught workmen. Equal to Home Work.

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Printers, Bookbinders and Account Book  
Manufacturers, 23 and 25, Queen's Road  
(under Hongkong Hotel).

BUILDERS

KANG ON.  
Contractor, 30, D'Aguilar Street. Local  
and Coast Port Buildings, Timber, Brick  
and Granite.

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CHEMISTS, DRUGGISTS, &amp;c.

THE PHARMACY.  
10, Queen's Road Central. Maily and  
Dispensing Chemists, Wines, Spirits and  
Cigars.THE VICTORIA DISPENSARY.  
Chemists and Druggists, High-class Aerated  
Waters, Dealers in Photographic  
Requisites, Queen's Road.WATKINS, LTD. APOTHECARY'S HALL, 66,  
Queen's Road, Central. Cigars, Aerated  
Waters, Wines, Beers, Spirits, etc.

CURIOS DEALERS

KUHN & KOMOUE,  
Fine Art, Japanese and Chinese Curios,  
21 and 23, Queen's Road, Hongkong,  
Shanghai, Kobe, Yokohama.KWONG HING,  
China Porcelain, Crockery Ware, 59a,  
Queen's Road Central.

DENTISTS

WONG HOMI,  
Surgeon Dentist, 50, Queen's Road Central.WONG TAI FONG,  
Surgeon Dentist, 24, Bank Buildings,  
Opposite Hongkong Hotel.

DRAPERS

EBRAHIM ELLIAS & CO.,  
Milliners, Silk Merchants, Haberdashers.  
Low Prices, 37, 39, Wellington Street.SEE WOO,  
Tailor, Draper and Outfitter, 67 and 69,  
Queen's Road.

FLOUR

SPERRY FLOUR COMPANY,  
Proprietors of the following Celebrated  
Brands of Flour—“Sport,” “X,”  
“Gold Gate,” “Pioneer,” “Buckeye,”  
“Amico,” &c.

WILLIAM WHITBY, Manager.

FURNITURE WAREHOUSEMEN

A CHEE & CO., Established 1859.  
Every Household Requisite. Depot for  
Eastman's Kodak Films and Accessories;  
17a, Queen's Road Central.LI KWONG LOONG,  
Cabinet-maker, Furniture Dealer, Art De-  
corator and Dealer, 17, Queen's Road.

GROCERS

THE MUTUAL STORE,  
SUB-AGENTS LIPSTON, LTD.,  
8 and 10 D'AGUILAR Street,  
Provision and General Merchants.

JEWELLERS

KANG LEE & CO.,  
Jewellers, Gold and Silversmiths, Watch-  
makers, Japanese Curios and Blackwood  
Furniture. Opposite Post Office, 36,  
Queen's Road Central.MAISON LEVY HERMANOS,  
Diamond Merchants and Watchmakers, 40,  
Watson's Building, Queen's Road. Also  
at Shanghai, Manila, Paris and Rome.WAH LOONG,  
Gold and Silversmiths, Silk Dress, Crepe  
Shawls, Ivory, Lacquerware, Fans,  
Curios, Brussels Human Hair, Pe-  
nights, 58, Queen's Road Central.

THE LIGHT OF THE FUTURE

EASTERN ACETYLENE LIGHTING  
COMPANY, Head Office, 62a, Queen's  
Road Central. Meetings of every de-  
scription for the Acetylene Light at  
lowest rates.

MERCANTILE AGENT

WOODS & CO.,  
Dudell Street, Agents for American and  
European Export Houses.

PHOTOGRAPHERS

A. FONG,  
The largest and most complete Studio in  
Hongkong. Established 1880. Views,  
Engravings, Very Miniatures, Oil  
Paintings, &c. Ice House Street.

NOTICE OF REMOVAL

THE Office of the  
HONGKONG DAILY PRESS,  
CHUNG NGOK SAN PO  
CHRONICLE & DIRECTORY,  
have this day removed to  
14, D'Aguilar Street Central.M. MUMETTA, JAPANESE ARTIST,  
Bronzes and Chinese Embroideries. Works  
done for Auctioneers, 5a, Queen's Road, 11.HONGKONG  
BUSINESS DIRECTORY.

PHOTOGRAPHERS

YEE CHUN,  
Marine and Portrait Painter, 50, Queen's  
Road, Upstairs.H. YEE,  
Japanese Photographer, 14, Beaconsfield  
Arcade, Queen's Road CL, also Wan Chai  
Amateur's Requirements a Specialty.

PRINTING

DAILY PRESS OFFICE  
Printed by Englishmen.

SILK GOODS DEALERS

TEJUMUL FOHUSING,  
Dealer in Chinese, Indian and Japanese  
Goods, Silks, Woollen and Cashmere  
Shawls and other Sundry Goods; 4,  
D'Aguilar Street, First Floor.WASSIAMULL ASSOMULL,  
Wholesale and Retail Importers and  
Exporters, India, Chinese and Japanese  
Silks, Cashmere Shawls and Ceylon  
Lace; 46, Queen's Road, Cl.

SILK LACE MANUFACTURERS

FR. BLUNCK,  
Exporter of Real Hand-made Torchon Lace  
in Silk, Linen and Cotton, Grasscloth and  
Silk Embroideries. Hand-made Silk  
and Linen LACE Curtains made to  
order; 17, Queen's Road, Central.

STOREKEEPERS

F. BLACKHEAD & CO.,  
Navy Contractors, Shipchandlers, Sail-  
makers, Provision and Coal Merchants,  
Praya Central, next Hongkong Hotel.BISMARCK & CO.,  
Navy Contractors, Ship Chandlers,  
Provision and Coal Merchants, Sail-  
makers, &c. Fresh Water supplied to  
Vessels in the Harbour.KWONG SANG & CO.,  
Shipchandlers, Sailmakers, Hardware  
Engineers, Tools, Brass and Iron Mer-  
chants, 144, Des Vaux Road.MORE & SEIMUND,  
Shipchandlers, Sailmakers, Riggers, Com-  
mission Agents and General Store-  
keepers, 43 and 45, Praya Central.

TAILORS

R. HAUGHTON & CO.,  
Naval, Military and Court, 16, Queen's Road,  
Opposite Kuhn's Curio Store.HUNG YUEN,  
Outfitters, Shirt Makers, Hatters, Hosiery,  
Drapers, 85, Queen's Road, Central.YEE SANG FAT & CO.,  
Outfitters, Piece Goods, Underwear, Shoes,  
Hats, Silk Handkerchiefs, Opposite Post  
Office, Queen's Road Central.

TOBACCONISTS

D. S. DADY BURJOR, "LOS FILIPINOS,"  
Importer of the Best Manila Cigars; 25,  
Pottinger Street.KRUSE & CO.,  
Wholesale and Retail Havana and Manila  
Cigars, Egyptian Cigarettes, Dealers in  
Fancy Goods, Agents, Connaught House, Queen's Road.VICTORIA CIGAR DEPOT,  
1 and 2, Leake Street East, Agents for  
W. KENNEDY & CO., 37, Calle San  
Jacinto, Manila. "Windsor Lady" and  
The Jockey Cigars.

WINE &amp; SPIRIT MERCHANTS

H. PRICE & CO.,  
12, Queen's Road  
and Calle Alcalde, Manila.CODE WORD: "DOCK" NAGASAKI.  
All A.B.C., Scott's and Engineering Codes  
Used.

DOCK No. 1 (at TATEGAMI)

Extreme Length... 628 feet.

Length on Blocks... 513 "

Width of Entrance on Top... 89 "

Width of Entrance on Bottom... 77 "

Water on Blocks at Spring Tide 284 "

DOCK No. 2 (at MUKAJIMA)

Extreme Length... 371 feet.

Depth on Blocks... 350 "

Width of Entrance on Top... 66 "

Width of Entrance on Bottom... 53 "

Water on Blocks at Spring Tide 22 "

PATENT SLIP (at KOSUGE).

Can take vessels up to 1,000 tons gross.

THE WORKS are well equipped with the  
LATEST IMPROVEMENTS and can  
execute any kind of work in SHIPBUILD-  
ING and MARINE ENGINEERING as well as  
in REPAIRING OF SHIPS.The COMPANY has a POWERFUL SAL-  
VAGE PLANT READY at SHORT  
NOTICE [1619]

NOTICE

THE "BOA VISTA" HOTEL have been  
appointed AGENTS for the Hongkong  
Daily Press, Hongkong Weekly Press, and the  
Chronicle and Directory for China, Japan,  
etc. at Macao, and they are authorized to  
collect all amounts due to the Daily Press  
Office on and after this date.

A. CUNNINGHAM,

Manager.

Hongkong, 4th October, 1900. [2537]

NOTICE OF REMOVAL

THE Office of the

HONGKONG DAILY PRESS

CHUNG NGOK SAN PO

CHRONICLE &amp; DIRECTORY.

have this day removed to

14, D'Aguilar Street Central.

Engravings, Prints, Books, Stationery, &amp;c.

Hongkong 1st May, 1900.

## RAILWAYS IN ASIA.

THE PROPOSED CONNECTION WITH EUROPE.

During the British Association's gathering  
at Bradford in September, Sir T. H. Holdich  
addressed the Geographical section and said  
public attention must more and more be con-  
centrated on the possibility of reaching India  
overland from the West of Europe. Steam  
communication by land could never compete  
with communication by sea as a means of trans-  
port, and there were other considerations, mili-  
tary and otherwise, which weighed against open  
lines of communication with India, the ends of  
which were not actually in her own hands; but  
with the rapid introduction of railways all over  
Asia it would be impossible that there should  
remain undeveloped in that way one tract of country,  
and that the one link in the land communication  
between Europe and India should be left un-  
formed. Direct land communication between  
Europe and India was certain sooner or later.  
For the present the Tibetan Highland and the  
plateau of the Pamirs must be considered im-  
practicable for railway extension to India. One  
might hunt along the whole range of the  
Hindukush and fail to mark any possible opening  
for a Continental railway. The point to  
mark was that there was but one geographical  
opening leading from the region of Russian in-  
terest and military enterprise to Northern India,  
and that was the opening afforded by the Hari-  
rud river to the west of Herat, provided that  
the route was carried sufficiently to the south.  
This then, was one highway to India which  
was rendered feasible by the configuration of  
the country between the Caspian and Northern  
India. If it was desired to reach India through  
Western Persia it was only necessary to follow  
up the long lateral valleys between ridge and  
plateau; but the coast line between Basra, at  
the head of the Persian Gulf and Karschi, he  
did not consider very promising. Apart from the  
engineering difficulties which presented them-  
selves there were certain climatic and other dis-  
advantages which would render such an alignment  
undesirable; such, for instance, as the absence  
of harbours along the coast, except at Bushire,  
the swampy nature of the country in some parts  
of the route, and the inferiority of the roads  
leading into the interior of Persia. There was  
an alternative central line from Western Persia  
to Bunder Abbas, but the road was beset with  
difficulties. Taking the alignment as a whole  
there was a stretch of 1,600 miles of land which  
was undeveloped and never could be developed,  
and the line offered at least one obstacle to en-  
gineering which might be pronounced insur-  
mountable. He thought, therefore, he was  
justified in setting aside the coast line as an  
unwise enterprise. If, however, the trunk line  
through Central Persia were taken the geo-  
graphical difficulties would be found to be much  
altered. From the extreme west of Persia to the  
Indian frontier it would be almost possible to draw  
an alignment which would never cross watershed  
or have to climb a difficult mountain. Such a  
line could readily be connected with the Indian  
system. The difficulty would be connection  
with Basra or any European system, but this  
was bound to be one of the important lines of  
the future, and, consequently, one of the prob-  
lems of the present day was to decide whether  
its construction should fall into the hands of  
Russian or English engineers. The problem  
of connecting Europe with India through Per-  
sia was hardly likely to be solved early, but be-  
tween Herat and Kandahar, or rather between  
Kandahar and the Russian terminus at Kushki,  
for Kushki was only 58 miles from Herat, the  
country was of such a favourable nature as  
could not be looked for elsewhere. Having  
described in detail the geographical features  
of the route, Sir T. H. Holdich went on to  
say that while taking it as a whole there  
were no formidable engineering difficulties to  
be encountered, the influence of Russian ex-  
tensions to the Transcaspian system would enable  
troops to be sent from Moscow to Merv in 100  
hours. Referring to some of the more weighty  
objections that had been urged against the link-  
ing up of Kandahar and Kushki, he pointed out  
that it had been stated that the Amir would  
not consent to the construction of such a line,  
but it would be strange if a little semi-barbarous  
State like Afghanistan were able to maintain  
a position of conservative independence on  
such an important matter. It was not  
difficult to understand the objection of the  
Amir, who studied European politics, to the  
admission of the Uitlander, but probably the  
time would come when that would be got over.  
A concession for this line in Western Af-  
ghanistan might well be made the subject of  
diplomatic negotiations, and it might be bought  
and paid for. The Russian line to Kushki  
was, of course, meant for strategic purposes,  
and might be looked upon as a menace to India,  
but he was inclined to believe that political  
difficulties between Russia and India would be  
lessened by free intercourse between the two  
countries. The better we know each other the  
less likely we should be to come into collision.  
Whatever might be the state of international  
rivalry between the two countries, the personal,  
individual animosity which was occasionally  
apparent in other continental countries was not  
to be found in Russia. If the line were built,  
it would be necessary to maintain more troops  
to occupy more military stations. He failed to  
see that either would be necessary. All that  
would be required was the means of rapidly  
concentrating troops in the direction of Herat.  
The railway would not open a new line of  
advance for Russia. It merely included an  
existing one. He looked on the invasion of  
India as such a remote and improbable con-  
tinuity that the consideration of it might well  
be set aside for the discussion of the more prac-  
tical question whether such a line would pay.  
In this connection he concluded that there was  
nothing to prevent the district from becoming  
prosperous and rich, and there did not seem to  
be much doubt that the line would pay. Which  
way the produce would go was an open question,  
but it was probable that we should take  
much of her Eastern commerce.see that either would be necessary. All that  
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way the produce would go was an open question,  
but it was probable that we should take  
much of her Eastern commerce.

## NOTICES TO CONSIGNEES

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES

THE Steamship

"STUTTGART"

OF THE NORDDEUTSCHE LLOYD.

The above named steamer having arrived,  
Consignees of cargo are hereby informed that  
their Goods, with the exception of Opium,  
Treasure, and Valuables, are being landed and  
stored at their risk into the Godowns of the  
Hongkong and Kowloon Wharf and Godown  
Co., Limited, Kowloon, whence delivery may be  
obtained.Optional cargo will be forwarded unless  
notice to the contrary be given before NOON  
TO-DAY.</

## VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG & CO.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., VIA PORTS OF CALL	CHUSAN	Brit. str.	—	C. D. Bennett, E.N.E.	P. & O. S. N. Co.	On 10th inst. at Noon.
LONDON VIA SUEZ CANAL	AGAMEMNON	Brit. str.	—	Nish	BUTTERFIELD & SWIRE	On 13th inst.
LONDON VIA SUEZ CANAL	AJAX	Brit. str.	—	Batt	BUTTERFIELD & SWIRE	On 27th inst.
LONDON VIA SUEZ CANAL	ANTENOR	Brit. str.	—	Jackson	BUTTERFIELD & SWIRE	On 1st Dec.
LIVERPOOL DIRECT	TANTALUS	Brit. str.	—	Gregory	BUTTERFIELD & SWIRE	On 7th inst.
BREMEN, VIA PORTS OF CALL	BATES	Ger. str.	—	H. Bleeker	MELCHERS & CO.	On 14th inst. at Noon.
MARSEILLES, LONDON & ANTWERP, V. SPORE, &c.	HAKATA MARU	Jap. str.	—	F. L. Sommer	NIPPON YUSEN KAISHA	On 16th inst. at Daylight.
HAVRE & HAMBURG	SUVIA	Ger. str.	—	Fork	CARLOWITZ & CO.	On or about 22nd inst.
HAVRE & HAMBURG	AMBIA	Ger. str.	—	A. Wagner	CARLOWITZ & CO.	On or about 20th Dec.
HAVRE & HAMBURG	ARAGONIA	Ger. str.	—	Jansen	CARLOWITZ & CO.	On or about 20th Dec.
NEW YORK	WITTENBERG	Ger. str.	—	Hempel	DODWELL & CO., LIMITED	On 25th inst.
VANCOUVER, VIA SHANGHAI, &c.	HILDEGEN	Brit. str.	—	F. J. Fedy	MCGREGOR BROS. & GOW	On 21st inst.
VICTORIA, B.C., & TACOMA VIA SHANGHAI, &c.	GLENDALE	Brit. str.	—	O. F. Marshall, E.N.E.	CANADIAN PACIFIC R. CO.	On 26th inst.
VICTORIA, B.C., & TACOMA VIA SHANGHAI, &c.	EMPEROR OF INDIA	Brit. str.	—	W. Watt	DODWELL & CO., LIMITED	On 24th inst. at 4 P.M.
SAN FRANCISCO VIA SHANGHAI, &c.	TAJOMA	Brit. str.	—	J. W. Ekstrand	NIPPON YUSEN KAISHA	On 17th inst. at Noon.
SAN FRANCISCO VIA AMOY, &c.	BIJUN MARU	Amer. str.	—	...	PACIFIC MAIL S. CO.	On 24th inst. at Noon.
SAN FRANCISCO VIA AMOY, &c.	CUT OF RIO DE JANEIRO	Jap. str.	—	...	O. & O. S. C. CO.	On 20th inst.
SAN DIEGO, &c., VIA SHANGHAI, &c.	COPIO	Brit. str.	—	...	TOYO KISEN KAISHA	On 9th inst. at 4 P.M.
AUSTRALIAN PORTS.	AMERICA	Brit. str.	—	...	BUTTERFIELD & SWIRE	On 15th inst. at 4 P.M.
AUSTRALIAN PORTS.	CABILISH CITY	Brit. str.	—	...	GIBR. LIVINGSTON & CO.	On 23rd inst. at 4 P.M.
AUSTRALIAN PORTS.	CHANGSHA	Brit. str.	—	...	NIPPON YUSEN KAISHA	To-morrow, at 4 P.M.
KOBE & YOKOHAMA	EASTERN	Brit. str.	—	...	BUTTERFIELD & SWIRE	On 9th inst. at Daylight.
KOBE & YOKOHAMA	KASUGA MARU	Brit. str.	—	...	MITSGI BUSSAN KAISHA	To-day, at Noon.
KOBE & YOKOHAMA	CHINTU	Brit. str.	—	...	BUTTERFIELD & SWIRE	To-morrow, at 4 P.M.
KOBE & YOKOHAMA	GENMATTNEY	Brit. str.	—	...	MITSGI BUSSAN KAISHA	On 10th inst.
KOBE & YOKOHAMA	KAMAKURA MARU	Jap. str.	—	...	McGREGOR BROS. & GOW	On 11th inst. at Daylight.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	ANNAM	Fren. str.	—	...	NIPPON YUSEN KAISHA	On 11th inst. at Noon.
SHANGHAI	LYEEMOON	Ger. str.	—	...	MESSEGERIES MARITIMES	On 10th inst. at Noon.
SHANGHAI	SHANSI	Brit. str.	—	...	SIEMSEN & CO.	On 11th inst. at 4 P.M.
SWATOW, AMOY & TAMSWU	SORAOON	Brit. str.	—	...	BUTTERFIELD & SWIRE	On 10th inst.
FOOCHOW VIA SWATOW & AMOY	MAIDZUBU MARU	Jap. str.	—	...	P. & O. S. N. CO.	On 11th inst. at Daylight.
MANILA	AKASHI MARU	Jap. str.	—	...	MITSGI BUSSAN KAISHA	On 10th inst.
MANILA	SUNGKIANG	Brit. str.	—	...	BUTTERFIELD & SWIRE	On 10th inst.
MANILA	CHANGSHA	Brit. str.	—	...	MITSGI BUSSAN KAISHA	On 10th inst.
MANILA	MENBUWEI	Brit. str.	—	...	SHEWAN TOME & CO.	On 10th inst.
MANILA VIA AMOY	FAX	Brit. str.	—	...	MELCHERS & CO.	On 10th inst.
HAILOONG	HAILOONG	Brit. str.	—	...	Douglas LAPLAKE & CO.	On 10th inst.
SINGAPORE, PEKANG & CALCUTTA	CHELYDRA	Ital. str.	—	...	JALDINE, MATHEWS & CO.	On 9th inst. at Noon.
SINGAPORE, PEKANG & BOMBAY	BISAGNO	Ital. str.	—	...	CARLOWITZ & CO.	On 10th inst. at Noon.
BOMBAY, VIA SINGAPORE & COLOMBO	KAGOSHIMA MARU	Jap. str.	—	...	NIPPON YUSEN KAISHA	On 14th inst. at Noon.

## SHIPPING.

## VESSELS ON THE BERTH

ARRIVALS.  
Nov. 4. GLENMARTNEY, British str., 1,193, Warter, Manila 31st October, General.—McGREGOR BROS. & GOW.

Nov. 4. SAEIA, German str., 2,032, W. Schlaefke, Shanghai 1st November, General.—CARLOWITZ & CO.

Nov. 5. CHOYSONG, British str., 1,194, Bowker Shanghai via Swatow 1st Nov., General.—JARDINE, MATTHEWS & CO.

Nov. 5, FOREST DALA, British steamer, 2,151, Crispy, Manila 31st Oct., Water Ballast.—BRANDAO & CO.

Nov. 5, HALLOONG, British steamer, 783, H. Bathurst, Haiphong 3rd November, Rice.—DOUGLAS LAPLAKE & CO.

Nov. 5, ANNAM, French str., 4,995, A. Poydenot, Saigon 1st Nov., Mail and General.—MESSAGERIES MARITIMES.

## CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE  
5TH NOVEMBER.

Clara, German str., for Hoioh.  
Kachidate Maru, Jap. str., for Moji.  
Hamburg, British ship, for New York.  
Saria, German str., for Singapore.  
Saria, German str., for Hongey.

## DEPARTURES.

ABERDEEN DOCKS.—Topgallant.  
KOWLOON DOCKS.—Topgallant.  
JUNA, Austria, Adamastor, Chingtu, Belgian King, H.M.S. Janus, Heungshan.  
COSMOPOLITAN DOCK.—Stanfield, Changsha.

## VESSELS IN DOCK.

ABERDEEN DOCKS.—Topgallant.  
KOWLOON DOCKS.—Topgallant.  
WABORA, British str., for Calcutta.  
MONMOUTHSHIRE, British str., for Moji.  
TSIMAN, British str., for Kongay.  
DIOMED, British str., for Port Pirie.  
SYDNEY, French str., for Europe.  
TOORAN, Amer. str., for Shanghai.  
GLAMORGANSHIRE, British str., for Nagasaki.

## SHIPPING REPORTS.

The British steamer Kailoong, from Haiphong 3rd Nov., had strong N.E. monsoon, heavy sea and overcast.  
The French steamer Anuan, from Saigon 1st Nov., experienced a typhoon on the 2nd Nov., after Padaraw; was drifted 60 miles S. 80 W. and arrived without accident passing E. of Bombay and Lincoln reefs.

The British steamer Glenmarnley, from Manilas 31st Oct., had strong N.E. monsoon increasing to heavy N.E. gale with thick heavy rain squalls and very high sea on 1st Nov. 2nd Nov. heavy and very high sea on 1st Nov. 2nd Nov. heavy sea and overcast.

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## VESSELS ON THE BERTH

NOTICE TO SHIPPERS.

FOR MANILA VIA AMOY.

THE Bolger Steamship

PAK."

Captain Dismaster, will load here as above and will have quick despatch.

For Freight, apply to MELCHERS &amp; CO.

Agents.

Hongkong, 5th November, 1900. [2807]

## U.S. MAIL LINE

## PACIFIC MAIL STEAMSHIP COMPANY

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.  
(via Shanghai, Nagasaki, etc.) THURSDAY, Nov. 8.  
K. I. Kobe, Inland Sea, Yama and Honolul.CITY OF PEKING (via  
Shanghai, Nagasaki, Kobe, etc.) TUESDAY, Dec. 4.  
Inland Sea, Yokohama, etc. at NOON.  
and Honolulu.)CHINA (via Shanghai),  
Nagasaki, Kobe, Inland Sea, Yokohama, etc. at NOON.  
and Honolulu.)

THE Company's Steamship "CITY OF RIO DE JANEIRO" will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU on THURSDAY, the 8th November, at DAYLIGHT.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States via Overland Railway, to Havana, Trinidad and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full, value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN,

Agent.

Hongkong, 15th October, 1900. [3]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

CHELYDRA.

Captain Davis will be despatched as above on FRIDAY, the 9th inst., at NOON.

For Freight, apply to JARDINE, MATHESON &amp; CO., General Managers.

Hongkong, 3rd November, 1900. [2799]

CHINA NAVIGATION COMPANY, LIMITED

FOR YOKOHAMA AND KOBE.

THE Company's Steamship

CHINGTU.

Captain Williams will be despatched as above on SATURDAY, the 10th November.

For Freight, apply to BUTTERFIELD &amp; SWIRE.

Agents.

Hongkong, 2nd October, 1900. [2785]

THE OSAKA SHOSSEN KAISHA, LIMITED

FOR SHANTOW, AMOY, AND TAMSUI.

THE Company's Steamship

MAIZUDRI MARU.

Captain T. Ogawa will be despatched for the above ports on SUNDAY, the 11th November, at DAYLIGHT.

For Freight, apply to THE MITSUBISHI SHOSSEN KAISHA.

Hongkong, 2nd October, 1900. [2786]

GLENNING'S STEAMERS

FOR NEW YORK.

THE Company's Steamship

MELINGARRY.

Captain T. Ogawa will be despatched for the above ports on the 25th November, 1900.

For Freight, apply to MOORE, GREGORY, BROWN &amp; GOV.

Agents.

Hongkong, 26th October, 1900. [2746]

## VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.  
STEAM FOR STATES, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT,  
MEDITERRANEAN PORTS, PLYMOUTH, AND LONDON.TAKING BILLS OF LADING ISSUED FOR BATAVIA, PEGU, GULF, CONTINENTAL  
AND AMERICAN PORTS.

THE Company's Steamship

"CHUSAN".

Captain G. D. Bennett, M.R.N., carrying Her Majesty's Mail will be despatched from this port on SATURDAY, the 10th November, at NOON, taking passengers and cargo for the above ports.

Silks and Valuables, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &amp;c., will be conveyed via Bombay with transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to A. M. MARSHALL,  
Acting Superintendent.

Hongkong, 29th October, 1900. [1]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED

FOR SYDNEY AND MELBOURNE.  
(Calling at Port D'Entrecasteaux and VICTORIA  
PORTS and taking through cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"EASTERN".

Captain Ellis will be despatched for the above ports on THURSDAY, the 15th November, at 4 P.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &amp;c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.E.—Return Tickets issued by this Company to and from Australia are available for return by the steamers of the China Navigation Company and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON &amp; CO., Agents.

Hongkong, 29th October, 1900. [2768]

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS—POSTE FRANCAIS.

NOTICE.

STEAM FOR SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, MADRAS, CALCUTTA, DJIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, ALSO PORTS OF BRAZIL AND RIVER PLATE.

TO SAN FRANCISCO VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolul).

HONGKONG MARU (via Nagasaki, Kobe, Inland Sea, Yokohama, and Honolul).

NIPPON MARU (via Nagasaki, Kobe, Inland Sea, Yokohama, and Honolul).

TAKING CARGO AND PASSENGERS TO JAPAN PORTS AND HONOLULU.

THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, &amp;c.

S.S. "CARLISLE CITY" On 26th Nov. 3,002 Tons.

TOYO KISEN KAISHA.

TO SAN FRANCISCO VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

AMERICA MARU (via Nagasaki, Kobe, Inland Sea, Yokohama, and Honolul).

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THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, &amp;c.

S.S. "CAR

## POST OFFICE NOTICES.

**LAST XMAS AND NEW YEAR PARCELS.**—Parcels for the United Kingdom, posted before 2 p.m. on Friday, the 9th November, are due in London about the 16th December, and those posted before 3 p.m. on Friday, the 23rd November, are due in London about the 30th December. Senders of parcels are requested to post them a few days in advance.

The *Coptic*, with the American Mail left Yokohama on Tuesday, the 30th inst., at daylight, and may be expected here on or about Wednesday, the 7th proximo.

## MAILS WILL CLOSE.

## FOR FEB.

	DAY AND HOUR.
Amoy and Singapore	Tuesday, 6th, 4.00 P.M.
Kamchuk and Samshui	Tuesday, 6th, 4.00 P.M.
Swatow, Amoy and Foochow	Tuesday, 6th, 5.00 P.M.
Singapore, Sourabaya and Samarang	Wednesday, 7th, 2.00 P.M.
Kobe and Yokohama	Wednesday, 7th, 3.00 P.M.
Shanghai	Wednesday, 7th, 3.00 P.M.
Shanghai	Wednesday, 7th, 3.00 P.M.
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU and SAN FRANCISCO	C. R. de Janeiro
Manila	5.00 P.M.
Singapore, Penang and Calcutta	Thursday, 8th, 3.00 P.M.
Manila, Thursday Island; Cocktown, Townsville, Brisbane, Sydney and Melbourne	Friday, 9th, 11.00 A.M.
Singapore, Penang and Bombay	Friday, 9th, 3.00 P.M.
EUROPE, &c., India via Tuticorin (Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents)	(Supplementary mail on board up to the time fixed for departure of the mail Extra postage 10 cents)
Yokohama and Kobe	Registration, with late fee of 10 cents, up to 10.45 A.M.)
Swatow, Amoy and Tuiwanfoe	Letters, 11.00 A.M.
EUROPE, &c., India via Tuticorin (Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents)	Papers, 10.30 A.M.
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, VICTORIA and VANCOUVER, B.C. (Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents)	Letters, 11.00 A.M.

## COMMERCIAL.

## CLOSING QUOTATIONS.

MONDAY, 5th November.

ON LONDON.—	Telegraphic Transfer	2/1
	Bank Bills, on demand	2/1
	Bank Bills, at 30 days' sight	2/1
	Bank Bills, at 4 months' sight	2/1
	Documentary Bills, 4 months' sight	2/1
ON PARIS.—	Bank Bills, on demand	2.64
	Credits, at 4 months' sight	2.69
ON GERMANY.—	On demand	2.15
ON NEW YORK.—	Bank Bills, on demand	.51
	Credits, 60 days' sight	.52
ON BOMBAY.—	Telegraphic Transfer	157
	Bank, on demand	158
ON CALCUTTA.—	Telegraphic Transfer	157
	Bank, on demand	158
ON SHANGHAI.—	Bank, at sight	.71
	Private, 30 days' sight	.72
ON YOKOHAMA.—	On demand	3 p.c. dis.
ON MANILA.—	On demand	1 p.c. pm.
ON SINGAPORE.—	On demand	1 p.c. pm.
ON BATAVIA.—	On demand	126
ON HAFRONG.—	On demand	2 p.c. pm.
ON SAIGON.—	On demand	1 p.c. pm.
ON BANGKOK.—	On demand	126
	SOVEREIGN, Bank's Buying Rate	.945
	GOLD LEAD, 100 fine, per tael	.50
	BAR SILVER, per oz	.204
<b>OPUM.</b>		
Malwa New	\$770	to \$780 per picul.
Malwa Old	\$810	to \$810
Malwa Older	\$830	to \$840
F. P. per drapine quality	\$870	to —
Perkin extra fine	\$825	to —
Patna New	\$842	to — per chest.
Patna Old	—	to —
Banaras New	\$930	to —
Banaras Old	—	to —
<b>VESSELS EXPECTED.</b>		
THE AMERICAN MAIL.		
The O. & O. steamer <i>Coptic</i> , with mails, &c., left Shanghai for this port on 5th inst. at 7 a.m.		
The T. K. K. steamer <i>America Maru</i> , with mails, &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai on the 17th inst.		
The F. M. steamer <i>City of Peking</i> , with mails, &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai on the 26th ult.		
The O. & O. steamer <i>Gaelic</i> , with mails, &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai on the 3rd inst.		
THE GERMAN MAIL.		
The Imperial German Mail steamer <i>Kong Albert</i> carrying the German mails with letters from Berlin of the 15th Oct., has left Colombo on Friday, the 2nd inst., and may be expected here on or about Tuesday, the 13th inst.		
The Imperial German Mail steamer <i>Bayera</i> has left Kobe via Nagasaki and Shanghai on Sunday, the 4th inst., and may be expected here on or about Tuesday, the 13th inst.		
THE INDIAN MAIL.		
The steamer <i>Lightning</i> , from Calcutta, left Singapore for this port on Saturday afternoon, the 3rd inst.		
MERCHANT STEAMERS.		
The O. S. S. steamer <i>Ulysses</i> left Singapore on the 1st inst., and is expected here on the 9th inst.		
The N. Y. K. steamer <i>Kamakura Maru</i> (Europe Line) left Singapore for this port on Thursday, 1st inst., and is expected to arrive here on the 7th inst.		
The N. A. L. steamer <i>Ambria</i> , from Hamburg, left Singapore for this port on the 2nd inst., and may be expected here on or about the 9th inst.		
The N. P. steamer <i>Goodwin</i> sailed from Tacoma for Japan and Hongkong on the 16th September.		
The N. P. steamer <i>Breconshire</i> sailed from Tacoma for Japan and Hongkong on the 23rd September.		
The N. P. steamer <i>Olympia</i> sailed from Tacoma for Japan and Hongkong on the 17th ult.		
AMERICAN SYSTEM OF DENTISTRY.		
No. 59, QUEEN'S ROAD CENTRAL, CHADWICK KEW.		
London, 15th September, 1899.		

## FOR SALE.

## WOOD OIL.

## H. L. TRADE MARK.

## HOP LOONG &amp; CO.

27, Hollywood Road, Hongkong.

## WO FAT &amp; CO.

## SHIP CHANDLERS, SAIL MAKERS,

## GENERAL STOREKEEPERS,

No. 1, Lee Yuen Street, East,

Hongkong, 25th July, 1900.

## CARBOLINEUM-AVENARIUS

USED FOR OVER TWENTY YEARS.

Through reliable preservative for Wood

and Stone against White Ants, Decay, Fungus

Rot, and Dampposs.

Sole Agents for China,

LUTGENS, EINSTMANN &amp; CO.,

Hongkong, 31st August, 1897.

## COLD STORAGE.

THE HONGKONG ICE COMPANY, LIMITED

is now prepared to receive perishable pro-

visions for Cold Storage at EAST POINT at

Moderate Rates.

WM. PARLANE,

Manager.

Hongkong, 17th February, 1899.

## TACK CHEONG LOONG,

## NAVY &amp; MILITARY TAILOR,

## DRAPE AND OUTFITTER.

GARMENTS made by hand: guaranteed

perfect fit. Hats, Shirts, Socks, Silk

Handkerchiefs, Boots, Shoes, &amp;c., for Sale.

New and Fashionable Goods. Prices very

moderate.

No. 65, QUEEN'S ROAD CENTRAL,

Hongkong, 18th October, 1899.

## AMERICAN SYSTEM

## OF DENTISTRY.

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No. 59, QUEEN'S ROAD CENTRAL,

CHADWICK KEW.

(late of Poole &amp; Noble).

Hongkong, 15th September, 1899.

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## JOINT STOCK SHARES.

## HONGKONG, 10th November.

STOCKS.	NO. OF SHARES.	INVEST. VALUE.	Paid Up.	LAST DIVIDEND.	CLOSING QUOTATIONS.
<b>BANKS.</b>					
Hongkong and Shanghai Banking Corporation	80,000	\$125	\$125	\$0—div. at 1.11 id.— 1st half year 1900	112 p. ex. pr.—\$110.
Bank of China & Japan, Ltd.	19,875	28	21	None	21
De Utredor	1,320	21	21	None	23.50
National Bank of China, Ltd.	19,790	20	18	2/8 for 1899	22, sales & buyers
Do. Founder's Shares	39,955	20	21	2/8 for 1899	31.30 for 99
750 firms	21	21	None	320	buyers
<b>MARINE INSURANCE.</b>					
Union Ins. Society, Ltd.	10,000	\$250	\$50	40 p. ex. pr.—\$20 for 1898	\$245, sellers
China Traders Ins. Co., Ltd.	24,000	\$333	\$20	10 p. ex. for 1898	362, sellers
North China Ins. Co., Ltd.	5,000	210	200	1 p. ex. sat 2/10/00	180, ex. div. sales
Yangtze Ins. Assoc., Ltd.	8,000	\$100	\$60	38—10 for 1897	116, sellers
Canton Insurance Office, Ltd.	10,000	\$260	\$60	312 for 1899	127, buyers
Strata Insurance Co., Ltd.	20,000	\$100	\$20	5 per cent. for 1898	91.
<b>Fire Insurance.</b>					
Hongkong Fire Ins. Co., Ltd.	8,000	\$250	\$20	227 for 1898	325.
China Fire Ins. Co., Ltd.	20,000	\$100	\$20	88 for 1898	575.
<b>SHIPPING.</b>					
Hongkong, Canton and Macao S. B. Co., Ltd.	80,000	\$15	\$15	\$120 for half year ended 30/6/00	\$321, sellers
Indo-China S. N. Co., Ltd.	60,000	\$10	\$10	6 p. c. & 2 p. c. bonus for 99	501, buyers
China & Manilla S. S. Co., Ltd.	14,000	\$30	\$30	20 per cent. for 1899	85, sellers & sellers
Douglas Steamship Co., Ltd.	20,000	\$50	\$50	12 per cent. for year ending 30/6/00	340, buyers
China Mutual S. N. Co., Ltd.	20,000	\$10	\$10	Int. of 3 per cent. on a/c. of 1900.	210, buyers
Do. Ordinary	20,000	\$10	\$10	Int. of 5 per cent. on a/c. of 1900.	251, buyers
Star Ferry Co., Limited	10,000	\$10	\$10	\$1.05—12 p. ex. for year ended 30/9/00	185, sellers
Shell Transport & Trading Co., Limited	2,000,000	\$1	\$1	Int. of 5 p. cont. on account of 1900.	25.50.
<b>REFINERIES.</b>					
China Sugar Refining Co., Limited	20,000	\$100	\$100	Int. of \$21 per share on a/c. 1900	8112, buyers
Luzon Sugar Refining Co., Ltd.	7,000	\$100			